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as the student of public law, for whom he sought to present a brief but accurate account of the "great intellectual struggle which culminated in the adoption of the Constitution," in the hope that it would stimulate "popular devotion to its principles."

In this definite task he has achieved a distinct success. In less than 40,000 words he has given a story, reasonably accurate and very readable, of some of the main points of struggle and contention in the formation of our fundamental law. One who reads it will come away not only with a better understanding of the governmental theories embodied in our organic law but with a better understanding of the gigantic problems involved and of the marvelous judgment, courage, and common sense with which the fathers attempted their solution.

In the selection, arrangement, and presentation of material, the author has shown commendable judgment, fairness, and sense of proportion; although in devoting only four pages to the judiciary article, which is entirely inadequate, the author certainly lost his perspective. There are few principles of government more important, and upon which there exists greater confusion of ideas, than those involved in article III of the constitution, and yet they were practically ignored.

The last fifty pages of the book are devoted to the history of the Monroe doctrine, which is very well done. While it does not equal, in precision and discriminating scholarship, the short accounts of the doctrine that have been written by Moore and Root, it is vastly superior to most of the articles that have appeared.

The volume is written in a flowing, sometimes rhetorical style, which the general public will find very readable and which has not been achieved at an undue sacrifice of brevity.

ARNOLD BENNETT HALL

The old merchant marine. A chronicle of American ships and sailors.

By Ralph D. Paine. [Chronicles of America series] (New Haven: Yale university press, 1919. 214 p. \$3.50)

The reader who is seeking an entertaining and picturesque account of the marine achievements of certain of the great shipmasters of United States history will be well pleased with the present volume. Here he will find a well-told, spray-swept tale of shallop, schooner, packet, and clipper, of pirate, privateersman, and peace-time merchant, replete with incident and what the journalists call "human interest." Although a preface is lacking, it is perhaps correct to say that the purpose of the volume, and of the series as a whole, has been excellently carried out by the author.

For the reader of more specialized interest the volume is disappointing in several respects. The author has failed to make a balanced presenta-

tion of his subject and, by dwelling on the unique and spectacular, has frequently obscured fundamental matters of a general and routine character. This is most apparent in the colonial period where the extensive dealings of the "fair trader" receive inadequate attention and the important activities of the smugglers are not even hinted at. After all, it was in the venturesome voyages of a thousand nameless captains that the great development, as well as the real romance, of the merchant marine lay; and the monuments of their success were to be found in the countless well-defined trade routes which developed from their first daring exploits. This the author often fails to keep in mind.

The subject of the volume also demanded a less fragmentary treatment of the relation of governmental policy to the development of the merchant marine. The English navigation acts, though mentioned with adverse comment, are nowhere given credit for the great progress of colonial shipbuilding; nor is there any mention made subsequently of the importance of the American protective tariff policy in diverting capital from shipping into manufacturing. Finally, it is to be noted that the author perpetuates a famous textbook error concerning the war of 1812 in his statement that the prowess of the American sea fighters convinced Great Britain of the unwisdom of her policy of impressment.

ARTHUR M. SCHLESINGER

The American Indian as participant in the civil war. By Annie Heloise Abel, Ph.D., professor of history, Smith college. (Cleveland: Arthur H. Clark company, 1919. 403 p. \$5.00)

This is the second of a series of three volumes dealing with the slaveholding Indians of Indian Territory, as secessionists, participants in the civil war, and victims in the reconstruction period. From the battle of Pea Ridge, March 6-8, 1862, to the last of the raiding expeditions, in the spring of 1865, of Stand Watie, Cherokee and most capable and trustworthy of the Indian leaders, a detailed account of Indian activities for and against the union is presented. Because of the neglect and oversight of the federal government most of the tribes of Indian Territory affiliated with the confederacy in a diplomatic alliance, and had representatives at the seat of the confederate government. Nevertheless, they were of little use to the confederacy. Most of the tribes remained loyal to the end, but few could be depended upon at critical times. They refused to subject themselves to drill and discipline; they did not hesitate to intrigue with the enemy; and they were constantly reverting to the most revolting practices of savage warfare. Hence little use was made of them except in the home guard and for raiding purposes.

Although the Indian was a poor soldier he was not wanting in patriotism. He never lost his love for home and country. This it was more